

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,353 tons Captain H. D. Jones.
 "POWAN," 2,338 " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " C. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons Captain W. A. Valentine.
 "NANNING," 369 " C. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fung-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

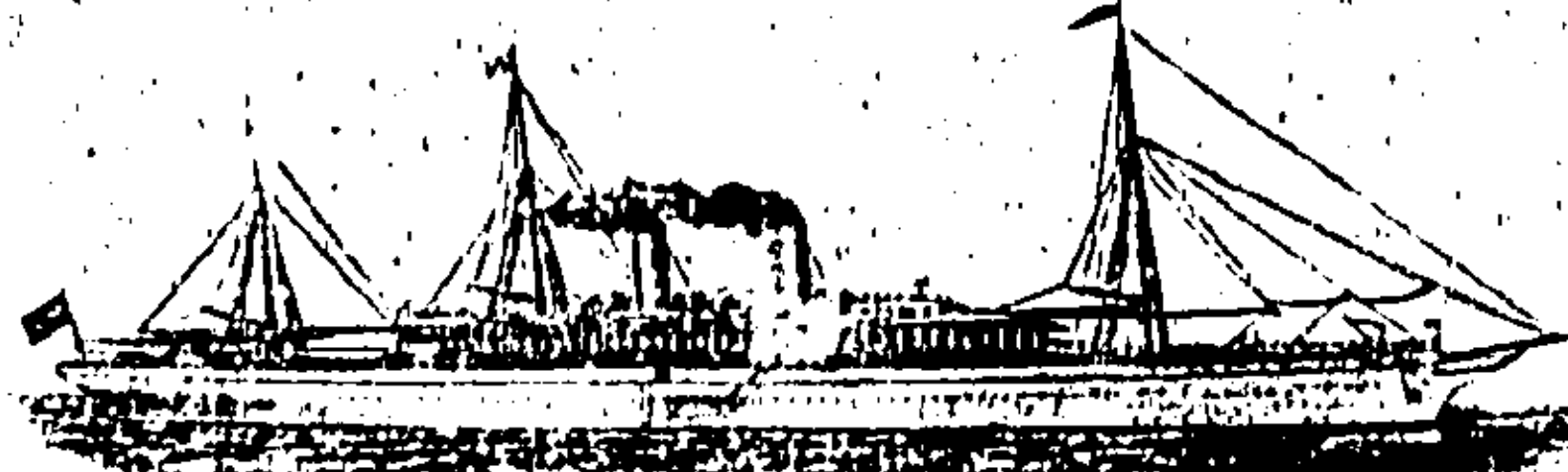
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATLANTIC"	2,440	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	6,000	R. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,415	W. Davidson, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate and 1st Class Rail " " £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 HONGKONG, 20th September, 1905. *Cornhill Pedlar Street and Praya, opposite Blake Pier.* [10]

HAMBURG-AMERIKA LINIE.

POSTSTÄNDIGER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA* Bale	HAVRE AND HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	8th October. Freight and Passengers.
SUEVIA Knaissel	HAVRE, ANTWERP AND HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	9th October. Freight.
SLAVONIA* Rörden	HAVRE, BREMEN AND HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	18th October. Freight and Passengers.
SEGOVIA Schnefeldt	HAVRE AND HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	1st Nov. Freight.
SENEGAMBIA Jaburg	HAVRE AND HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	15th Nov. Freight.
C. FERD. LAEISZ v. Hoff	HAVRE AND HAMBURG. (Calling at SPORE, PENANG & COLOMBO)	About 29th Nov. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. My composition is only known to me. H. R. H. The Duke of York, and H. I. M. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904. [14]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNESNAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEVOLTZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship BAYERN, Capt. H. Förster, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 9th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewards.
 Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Wollemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and Stewards. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE PRINZ SIGISMUND* TUESDAY, 24th October.
 SHANGHAI, NAGASAKI, PRINZESS ALICE WEDNESDAY, 11th October.
 KOBE & YOKOHAMA SACHSEN WEDNESDAY, 25th October.
 SHANGHAI, NAGASAKI,
 KOBE & YOKOHAMA
 * Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

or further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 28th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-LU."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAPAN	First half October	JAVA PORTS	First half October
TJILATJAP	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	First half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 ALEXANDRA BUILDINGS, 3rd Floor,
 Hongkong, 27th September, 1905.

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY.
 57, DES VOGES ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905. [6]

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1905. [6]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[76]

N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUIAR STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Effective Sight"—free.
 LONDON. CALCUTTA. SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 24th March, 1904. [40]

F. BLACKHEAD & CO.

SHIP CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS,
 CHANTS, NAVAL CONTRACTORS,
 AND GENERAL COMMISSION AGENTS.GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES.Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.

Hongkong, 7th March, 1905. [44]



HARRIS'S RAZOR
 Gold Medals PARIS 1889, 1900
 Regd. Brand
 HARRIS, CALNE & WILTS, England.
 REPRESENTATIVES FOR HONGKONG & CHINA:
 HOWARD & CO.,
 50, Queen's Road Central,
 Hongkong.

Hongkong, 19th May, 1905. [570]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.
 PORTRAITS, GROUPS, AND ENLARGING AND COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.
 PRICES VERY MODERATE.
 Hongkong, 19th September, 1905. [60]

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
 (1st Floor) 5.

[B. now in a position, in his New and Grand Studio, to receive orders for all kinds of PHOTOGRAPHIC ART, PRACTICED in the Colony, or in any part of the Far East.
 GROUPS AND VIEWS
 Hongkong, 19th September, 1905. [60]

Intimation.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS"**
Des Vaux Road.

**COMPLETE
HOUSE
FURNISHERS.**

**HOTELS,
CLUBS
and
PUBLIC
INSTITUTIONS**
furnished throughout.

ESTIMATES FREE.

We hold an exception-
ally fine Stock
of
**BRITISH
and
FOREIGN-MADE
CARPETS**
of
**NEWEST DESIGNS
and
COLOURINGS.**

Please inspect our
Windows.

Experienced men sent to
take measurements.

**NO EXTRA CHARGE
FOR MAKING-UP
FITTING
AND
LAYING CARPETS.**

**W. POWELL, Ltd.,
HONGKONG.**

110, 30th September, 1905.

Entertainment.

HONGKONG BENEVOLENT SOCIETY.
GRAND PROMENADE CONCERT,
on the
VOLUNTEER PARADE GROUND,
(Near Tramway Station),
Kindly lent for this occasion,
TO-MORROW,
(SATURDAY), 7th October, 1905, at 9 15 P.M.
Tickets ... \$2 and \$1.
Can be obtained from the Volunteer Head
Quarters, near the Hongkong Club, or
from the Committee of the
Hongkong Benevolent Society.
Hongkong, 6th October, 1905. [980]

Intimations.

CIGARS.

FINEST HAMBURG MADE
ROLAND VON HAMBURG
AT
\$4.50 per hundred.
FLOR DE MONDEGO
AT
\$6.00 per hundred.
Sold in
AIR-TIGHT TINS
AT
TUNG CHONG WO
98, Queen's Road Central,
Opposite Central Market.
Hongkong, 9th June, 1905. [176]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming part
of Macao's Famous Bosch, has just
been opened for the public and for the
benefit of HONGKONG VISITORS, who travel
to this delightful Resort.

BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at BAY VIEW
HOUSE.

**MORNING TEAS, BREAKFASTS,
TIFINS, AFTERNOON TEAS, and
DINNERS** can be supplied to any number
at the shortest notice, and at the most
reasonable prices.

On SUNDAYS Meals served *a la carte*
from 11 A.M. to 9 P.M.
Only the Finest Brands of WINES and
LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.

After one trial of the fancy fare at BAY
VIEW HOUSE, you will be loth to return
to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."
Macao, 7th June, 1905. [641]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [17]

THE ORIENTAL HOTEL,
MACAO.

THE above Hotel situated on the PRAYA
GRANDE will be opened on SATUR-
DAY, 2nd September, under the Management
of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors,
the Rooms being the largest and finest in the
Colony. THE BILLIARD TABLE which has
been purchased from the Hon. Wei Yuk is the
best in the Far East, and is practically new.
SPIRITS and WINES of the best quality.
Cuisine—Excellent.

For Terms, &c., apply to—
MANAGER.

Macao, 28th August, 1905. [880]

For Sale.

FOR SALE.

INCANDESCENT
Gasoline
Lamps of all
descriptions
from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps at
the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,
Hongkong, 16th November, 1904. [54]

THE BUSY CENSOR IN RUSSIA.

According to the St. Petersburg Novoye
Vremya, the Kobeko commission on press re-
forms after thoroughly considering the ques-
tion of censorship as applied to native books
turned its attention to the proper treatment of
imported books in foreign languages and
found that the situation in that respect was
even more anomalous and chaotic than with
regard to the national literary output. Russia
is the country of translations par excellence.
She reads and devours everything and Ameri-
can or German or Italian or Dutch books that
are hardly known in their own respective
countries are promptly translated and read by
her "intelligencia." Her magazines are full
of translated fiction from English, French and
other sources. In view of these facts, the
duties of the censors have not been light, and
they have fallen into many ludicrous blunders
and paradoxes. Thus many books which one
department permitted in translations another
prohibited in the original, and while a man
might be punished for selling or possessing a
given French book, there was nothing to
prevent him from selling or buying the same
book in a Russian translation. The official re-
ports submitted to the commission showed,
says the paper referred to, that in the years
1871-99 10,000 foreign books were prohibited
by the censors, and these books included all
forms of literature. There has never been any
revision of this "index," and the Minister of
the Interior has offered to examine the whole
list and remove the ban from at least a third
of the number. With regard to the future, he
proposed to abolish the censorship as to all
scientific books in foreign languages, including
books on politics, social science and economics,
while retaining it with reference to fiction,
poetry, plays and "popular" literature gener-
ally. The liberal members of the commission
regarded these proposals as inadequate, and
advocated greater freedom and less "distrust
of books," though they were written in other
languages.—*Literary Digest.*

THE WOMEN OF MOROCCO.

By far the larger portion of the inhabitants
of Morocco have no Arab blood in their veins,
but belong to the Berber race, which is of Indo-
Germanic origin, and, although they have ac-
cepted the Mohammedan religion, have never
accepted the Turkish or Moorish attitude toward
women. When one sees a woman of the
Berber class in the old idea of a weak, fading
humid flower, pining for light in a harem, dis-
appears. Here is no type of this sort, but an
unveiled, stately form, strong and conscious
of herself. And these women represent the ma-
jority of the female Moors, numbering in all
more than 2,000,000.

The most noteworthy feature of the position
of the Berber woman, Heri Gutierrez says, "is
that there the old custom of the mother right"
has been preserved. In accordance with this
custom, a child is not named after the father,
but after the mother. And in general the
greater weight is given the maternal line of de-
cent. This is all the more remarkable as with
the Moors and Arabs the principle of the pa-
triarchate prevails. If we consider how deeply
men are influenced by inherited views in refer-
ence to marriage and the family we will easily
see why the so-called insurrection in Morocco
does not cease. The Berber tribes will never
recognize the authority of a Sultan whose fami-
ly descended from a negro slave. "With the
Berbers the son has the position of the mother.
The son of a slave is a slave, that of a noble
woman a noble, no matter what the father
might have been. The eldest son is not the
heir-at-law, but the eldest daughter or sister,
or their son, and in certain tribes the woman may
be the absolute ruler."

In all important matters the women are con-
sulted among the Berbers, and the women of
the Tuareg tribe, in the southern part of Mo-
rocco, are truly unique figures. In fact, they
may be given a high place not only among the
women of Islam, but among the women of the
world. There is nothing share of Eastern po-
lygamy. The woman has the one husband
and the husband the one wife. She is abso-
lutely free to do as she pleases, as free as her
European sister, and she is recognized by her
husband as his equal in every sense. Another
remarkable fact is that among the Tuaregs it
is rare to find a man or woman who cannot
read and write. In addition to this, the family
wealth is managed by the wife and not by the
husband, the husband taking care of outside
work and national affairs. The Tuareg wo-
men are true amazons; they accompany their
husbands on the hunt, exercise horses, and
camels and take part in battles and pillaging
expeditions.—*Johannes Gutzeit in Die Zeit,*
Vienna.

THE CHARGES AGAINST
AGNOSTICISM.

By two independent calculations, from cor-
respondents of Oxford and Bedfordshire, I get
at the same result—that the percentage of mur-
ders and homicides to the total population of
those days was more than twenty times greater
than at present. With rape, the disproportion
is greater still; for it was a habitual practice in
warfare, and when was Europe without war?
Even nowadays it is in Romanist countries that
gambling is especially rampant; in the Middle
Ages it was far worse, and rendered even more
disreputable game. St. Bernardino complains
of the horrible blasphemies and mutilations of
a lot of images to which the gambling mania
led—far worse than anything known to modern
Protestantism. Drunkenness, even without the
worst modern temptation of distilled liquors,
was also rampant in the past; at Oxford, as Dr.
Rusdall points out, it was not even an offence
recognized by the university authorities. As to
obscenity, I do not even summarize the testi-
mony of Thomas de Celano and Gerson, which
points to something far beyond modern France
and Italy. One of St. Catherine of Siena's
worst trials lay in the impossibility of escaping
from foul talk in respectable middle-class circles.
There is scarcely a book of medieval history
or fiction, even including the collections of
anecdotes for preachers' use, which could
conveniently be published in an unexpurgated
translation. Dozens of songs and parodies
written by medieval clerics, and preserved to
modern times in monastic or cathedral li-
braries, are far too licentious to be translated
and published in any modern community. The
beautiful poem from which Neale took "Jerusa-
lem the Golden" is in many parts quite un-
translatable. It is very strange that Dr. Barry,
a professed medievalist, should have been
least some taking of these things; and that he
should not know how little the thirteenth cen-
tury can be spoken of as a time of pure and
ideal family life, untainted by divorce, though
space fails me to grapple here with a subject
which is complicated by medieval legal fictions.

On one point, however, I am glad to agree
with Dr. Barry. Neo-Malthusianism is com-
paratively modern; a general principle, it is
gaining ground, although in most civilized
countries, and I heartily endorse his plea that
it is contrary both to natural and to Christian
morality.—G. G. Conlon in *London Literary*
Review.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1895. [52]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mohgotta*.
From Australia, ex S.S. *Victoria*.
From Calcutta, ex S.S. *Sumatra*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.

Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 5th October, 1905. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be obtained
as soon as the Goods are landed.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 12th
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd October, 1905. [987]

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex
s.s. *Charente* and *Dordogne*, and from
Bordeaux, ex s.s. *Ville de Cetta* and *Ville*
d'Arret, in connection with above Steamer, are
hereby informed that their Goods, with the ex-
ception of Opium, Treasure and Valuables
are being landed and stored at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before TO-DAY, at 3 P.M., requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 9th October, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 9th October, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 9th October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd October, 1905. [7]

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SEGROVIA."

Captain Schoenfeldt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 7th October will be sub-
ject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 7th October at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 30th September, 1905. [979]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPENSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

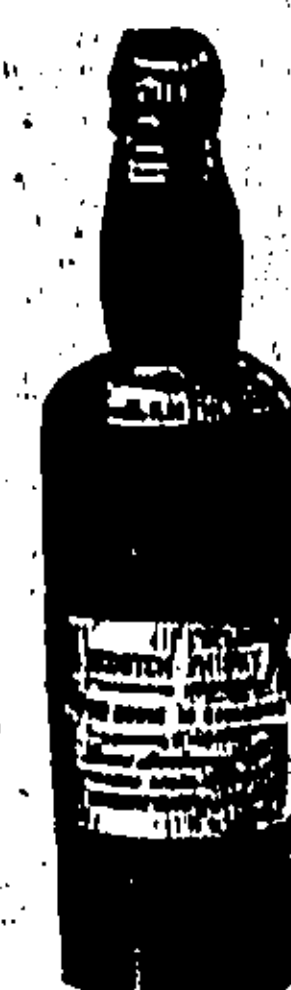
HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,
Hongkong.

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and
HER MAJESTY THE PRINCESS OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [645]

GO TO
WEISMANN'S
FOR YOUR
BREAD.

THE ONLY
EUROPEAN BAKERY
IN THE COLONY.

Hongkong, 1st September, 1905. [46]

**THE WINE GROWERS
SUPPLY CO.**



BARRETTO & Co.,

General Agents, Hongkong.

**TRAIN & MOUNTYRE,
Limited.**

SCOTCH WHISKIES.

Very Special Blend,
\$13.00 per Dozen.

Royal Scottish,

\$16.00 per Dozen.

Special Liqueur,

\$20.00 per Dozen.

Old Reserve,

\$95.00 per Dozen.

BARRETTO & Co.,

Agents,

No. 25 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 30th September, 1905. [44]

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT
MERCHANTS,

HAVE BEEN APPOINTED AGENTS
FOR MESSRS.

ROBERT PORTER
& CO.,

BOTTLEERS OF THE FAMOUS

BULL DOG
BRAND

BASS ALE, GUINNESS STOUT,

AND

LIGHT ALES.

PRICES:

PER CASE

"BULL DOG" Light Ale	8 doz. pils. \$15. Per doz. pils. \$3.35
"BULL DOG" Light Ale in Champagne Bouteilles (specially brewed for this climate)	4 " 12s. 18. " 12s. 5.50
"BULL DOG" Guinness Stout	8 " pils. \$14. " pils. \$3.00
"BULL DOG" Guinness Stout	12 " splits \$17. " splits \$2.40
"BULL DOG" Guinness Stout	8 " pils. \$14. " pils. \$3.00
"BULL DOG" Guinness Stout	12 " splits \$18. " splits \$2.40

A. S. WATSON & Co.,
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

GREGOR & CO.,

84, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE

\$9.75 PER CASE.

Latest Award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 30th June, 1905.

On 30th September, at Shanghai, the wife of F. S. ANOTTE, of a son.
DEATHS
On 21st September, at Yochow, Hunan, WILLIAM HILL KELLY, the thirteen-month-old son of Dr. and Mrs. William Kelly.
On 24th September, at Kuling, MARION JOAN, younger daughter of Mr. and Mrs. Leonard Fraser, Liankow, aged 3 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 6, 1905.

IN CHARITY'S CAUSE.

The Hongkong Benevolent Society is a body which is responsible for a large amount of really good work, and no one calls in question its deep deserts. In the material way its fundamental aims are to provide employment for men out of employ, to visit the homes of poor and deserving people, to care for widows and orphans and, what is more vital in a great seaport like Hongkong, to assist the homeless and deserving destitute. To satisfactorily carry out this labour of charity has been its endeavour for the past sixteen years or so, and when one realises that since its establishment in 1889 the Society has dealt with over a thousand cases it will be apparent that the institution is one that deserves a generous support from the inhabitants of Hongkong. It need scarcely be mentioned that the advantage of contributing to its funds is that the donor or subscriber may rest assured that his money will go, not to support any of the 'vagrant' casuals who loaf about our streets and always try and get advantage at all seasons at the expense of the charitably disposed, but to the relief of really genuine cases of want and hardship. There are some considerations well worthy of notice that have arisen in the past year's working of the fund and the feature on which most serious emphasis has been placed is the stagnation of the resources. At the end of January the committee had to draw out their remaining \$500 on fixed deposit to meet current expenses, and when, in February, the members met in annual conference, it was announced that they would be obliged to go into debt if they were to help any outside cases. Such disappointment expressed will be widely shared by those having the interests of the Society at heart, but when incomes cannot be increased the only means of improving a financial situation is to scrutinise the expenditure, and such scrutiny may indicate the some of the important work of that Society may have to be abandoned. This would indeed be a pity, but unless the offerings of the public resume their normal rate of growth at an early date the stationary income of the Society will lay a steadily rising burden of responsibility upon the committee. Strange as it may appear the ladies of the committee have frequently had to appeal for funds to enable the work to be carried on. This should not be so, and would not have been the case had the members of our large and wealthy community recognised their duty to the other, and come forward in the true spirit of charity. But fortunately the committee, headed by Mrs. Gershom Stewart, do not intend to permit of this steady decline going in their funds through want of subscriptions and, realising that anything which draws attention to its work will impress the mind more sharply when the hand is more or less constantly in the pocket, have promoted a concert to be held on the parade ground to-morrow the proceeds of which will go to the empty coffers of the Society. Devoted workers among the poor of the Colony are to be encouraged and Hongkong must indeed be a pretty hard rock if one of our most deserving charitable institutions is to go begging for funds to enable the carrying out of its worthy objects.

LOCAL AND GENERAL.

REAR-ADMIRAL and Mrs. C. G. Dicken leave for Europe to-morrow on board the F. & O. s.s. *Nubia*.

THE Hongkong Volunteer Corps will form a camp of instruction, at Stonecutters Island, from the 14th to 30th inst.

*A comparative article on the Gold Supply now and ten years back is reprinted, from the *Banker's Magazine*, on pages 6 and 7.

GENERAL Chaffee, of the American Army, who is well-known in the Orient, is at present in France as Chief of a mission which has gone over to Europe to witness extensive military operations.

As already reported, it is believed to be the intention of the authorities to complete the withdrawal of the whole of the troops from Manchuria in the space of six months. The estimated cost of moving the armies to Japan is stated to be the enormous sum of ¥400,000,000.

MR. C. B. Davis, the Yokohama manager of Messrs Samuel Samuel & Co., on behalf of the firm, has presented the sum of ¥1,000 to the Minister for War, for the benefit of the soldiers who were injured and the families who were bereaved by the recent disaster to the *Kinjo*.

THIS morning Inspector Langley prosecuted the coxswain of the military launch *Togo*, for dumping ashes from his boat into the harbour, though warned against doing so. He was fined \$7, and warned against a repetition of the offence.

HO San Yi was charged, at the instance of Inspector MacDonald, before Mr. G. N. O'Neil, with being a member of a Triad Society and further with being in unlawful possession of a revolver. He was fined \$300 on the first count and \$50 on the second, \$350 in all, with the alternative of four months' hard labour.

LORD Edgar Algernon Robert Cecil, K.C., the barrister son of the third Marquis of Salisbury, en route for Singapore, arrived here yesterday from Kobe, per P. & O. s.s. *Nubia*. He is on his way to Singapore in connection with the *Tamjong Pagor Dock Arbitration*. On the same ship are Capt. Smirnov and Gregorieff, formerly officers of the Russian navy and released prisoners of war.

THE Superiress of the Italian Convent wishes to express her most grateful thanks to His Excellency Sir Matthew Nathan for having honoured with his presence and kind patronage on the occasion of the special sale held at the Convent last month, as well as to all the benevolent ladies and friends of the Institution who so kindly helped her. She has most pleasure to say that, owing to their kind support, it has been more successful than the former year.

BY kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 7th inst.:

March....."Avec Plomb".....Volstead's
Overture....."Requiem".....Schubert
Valse....."Jungfernen Tanz".....Gungl
Pizzicato....."The Deep Blue Sea".....Brewer
Nocturne....."The Blue Bird".....Debussy
Selection....."English Airs".....F. Godfrey
God save the King.

INSPECTOR Langley charged five hawkers with being on board the s.s. *Glenagie* without permission of the captain, officers, or agents, on the 5th inst. They had previous convictions against them for a similar offence, while one of them had been fined \$50 for making 'fast' to a steamer while 'under way'. A heavy fine like that, said his Worship, was inflicted on account of the danger attaching to that practice, but hawking was a different matter. Inspector Langley said that boarding without permission was very prevalent at one time, but had not been nearly so much so since his Worship inflicted the heavy fines. They were fined \$5 each or fourteen days' hard labour.

WITH reference to the reports that have recently appeared as to the establishment of an important new German banking enterprise in the Far East, it is now said in Japanese papers that the German Imperial Bank, the German Asiatic Bank and the Bank of Berlin, in conjunction with some other leading banking institutions are about to found a great joint Bank in the Far East with a capital of ¥300,000,000. It is believed that the headquarters will be at Shanghai and that there will be a branch at Yokohama. It is said that Herr Hermann, who is now conducting negotiations at Tokio in connection with the new venture, will probably be appointed the head of the Yokohama branch.

WE understand from Mr. J. B. Sutor, representative of the Government of New South Wales, that Sir John See is visiting Japan, and should arrive by the E. & A. steamship *Empire* about the 18th inst. Sir John See has been a prominent figure in the political and social life of Australia for many years, and enjoys the honour of never having been defeated when offering himself for election. Sir John has been Premier of New South Wales for several years, but recently retired from active politics. Personally he is a man of great decision of character, and is highly esteemed throughout Australia. Sir John See was Premier of the State of New South Wales during the visit of the Japanese Fleet under Admiral Kamimura, and, it will be remembered, extended most courteous attention to the visitors. It is not known how long Sir John See intends remaining in Japan; but he will doubtless visit all the places of interest. It is Mr. Sutor's intention to meet the *Empire* down south, and accompany Sir John See and party through Japan.—*Japan Chronicle*.

ALTHOUGH hostilities between Russia and Japan are at an end the newspaper war in Japan continues as fierce as ever. Scarcely a week passes without an engagement of some sort takes place between the inmates of the various editorial sanctums, and the latest reports to hand denote that the belligerents are still keeping in touch. According to the *Japan Herald* the *Chronicle* has been dragged by the *Japan Mail* into a controversy between those two journals on the merits of the instalment system as engineered by the *Times* in the case of the *Encyclopedia Britannica* reprint. The *Chronicle* remarks that, "it would seem that the Editor of the *Japan Mail* is afflicted with *Chronicle* on the brain, and these constant ebullitions are calculated to excite serious concern among the friends of this accomplished gentleman. It appears that the *Japan Herald* drew attention to a suit in the Local Court instituted by the representative of the London *Times* for payment of the balance of instalments on a set of the *Encyclopedia Britannica*." Then followed pretty clear English in the *Japan Mail*, a journal "edited by a man who has had a public-school education, and who has furthermore had the advantage of serving in a profession which is regarded as eminently fitted for gentlemen." "Who would imagine, on reading the above, that the writer was a man with some claim to good taste and literary distinction." This is certainly a *coupe d'oeil* on the part of the *Chronicle*, and should certainly terminate the engagement. "Little birds in their nests," etc., why not editors in their dens?

HONGKONG HARMONY SOCIETY.

TO-MORROW'S CONCERT.

It is safe to say that the concert arranged to take place on the Parade Ground to-morrow evening will be one of the best that has been held this year, and when it is realised that it is given in aid of the funds of the Hongkong Benevolent Society, a large attendance should be assured. Mr. G. Grimble has prepared an attractive programme for which he deserves every credit. As showing how deserving the object is looked upon, we are glad to mention that through the kindness of Colonel Fitton and officers of the 2nd Batt. Royal West Kent Regiment, the popular band of that regiment will play during the evening, entirely free of charge, the full complement of 80 musicians taking part in the selections. Messrs. Guedes and Co. are printing the programmes free of cost, while Messrs. Lane Crawford and Co. are looking to it that the use of a piano shall cost the Society nothing, and the same is to be said of the Electric Light Co. concerning their fittings. Mr. Walston is also giving his services free, while last but by no means least, it is understood that the Volunteer Parade Ground, stage and decorations are also, through the courtesy of the Volunteer Officers, to be lent gratis. A glance at the programme will show that the singers are all too well-known to Hongkong concert-goers to need a word of prophetic comment from us, and so, where all tends to make this function the success it so thoroughly deserves to be, it is earnestly to be hoped that the fullest measure of patronage may be placed in possession of the so-much-needed funds to enable it continue the good work it has so quietly and unostentatiously carried on for many years. We are asked to state that during the Band pieces it is expected the audience will take the opportunity of promenading, as there will be no interval.

Those taking part in the concert are Mrs. F. J. Hadeley, Mrs. David Wood, Messrs. G. Koenig, W. M. Stewart, C. H. Grace, F. Jokl, A. F. Walston, Surg.-Lieut. Forsyth, and the Band of the Royal West Kents.

HONGKONG CRICKET CLUB.

TO-MORROW'S MATCH.

Following is an amended list of players in the match 1st Eleven v. Twenty-two, to be played on the cricket ground to-morrow. 1st Eleven.—R. E. O. Bird, Major Chichester, W. Daniel, Harry Hancock, Capt. Kriekenbeck, Major Lewis, Lieut. Lumden, Major Padley, Capt. Smith, W. C. D. Turner, and T. E. Pearce. Twenty-two.—T. Sercombe Smith, R. A. B. Ponsbury, W. E. Dixon, J. Hooper, N. Rutherford, H. G. C. Bailey, F. C. Butler, T. C. Gray, Capt. Noble, R. N. E. A. Fowler, Dr. J. H. Swan, Dr. C. Forsyth, Lieut. Dobbin, F. Lamert, F. C. Kendall, A. G. M. Fletcher, Dr. F. H. Kew, A. O. Lang, Rev. H. R. Wells, Major Williamson, S. Vickers, and D. Wood. Players are reminded the match will commence, after tiffin in the pavilion, at 12.30 p.m.

THE SINGAPORE DOCKS.

NINE MILLION STERLING CLAIM.

WE (Singapore Free Press) are informed, on good authority, that the claim made by the *Tanjong Pagor Dock Company* against the Colonial Government amounts to the astounding figure of *nine million pounds sterling*. This stupendous sum will take the Colony's breath away, for it does not make the least pretence to stand in any intelligible relation whatever to the published accounts of the Company. It appears to be merely a glorification of the "ask price" of Indian hawkers, who swear by all his gods that he is a ruined man if he takes fifty rupees for what he eventually pacidly surrenders for two rupees eight annas. When it comes to the Committee of the late *Tanjong Pagor Dock Company* putting a value upon what they are required to part with, they evidently "hear the East a-calling," and adopt the commercial tactics of the minor Asiatic dealers. If the shares of the Company, not a very long time ago, say, just after Mr. John Anderson made his famous speech, stood at about \$220 in the market, how is it that, without any further addition to the company's assets, and in face of a policy of curtailing expenditure and reducing establishments on the expropriation being decided upon, those very same shares, on the "nine million sterling" basis, must today be worth, say, £150 each, or about *two thousand five hundred and fifty dollars* each at current rates of exchange? This conundrum will have to be faced by these old Singaporeans and other holders who desire to slash so valiantly at the Colony's revenues and credit, to their own material advantage. For any commercial share to rise eleven hundred per cent in value in the comparatively short time indicated is, we should imagine, unprecedented. And in view of this colossal "nine million sterling" claim, we cannot help thinking that the *arrested parties* in the minds of certain gentlemen who acclaimed the toast of the "Prosperity of the Colony and the Federated Malay States" at the last Straits Dinner, must have been of a curiously mixed order. The persons who were parties to the formulation of that magnificent nine million claim are to be congratulated on one thing at any rate—their wonderful nerve!

THE *S. C. Daily Journal* says that ever since the sack of the Yuen Ming-yuen by the order of Lord Elgin in 1860, the grounds have been neglected and no effort has been made to restore the Palace to its former glory. The site of the Park can be imagined, since it contains an area of twelve square miles. Our contemporary learns from a special telegram just received that it is proposed to utilize the extensive grounds for the purpose of establishing a college there.

THE RUSSIAN WARSHIPS AT SHANGHAI.

It is reported by a Shanghai telegram that the Russian warships and transports, *Aschold*, *Mandjour*, etc., will undergo repairs there. A contract between Russian agents and a ship-building yard has been concluded.—*Kobe Herald*.

ALLEGED ATTEMPTED MURDER.

THE POLICE PINNACE AFFAIR.

Chan Ming, and Chan Lai, boatmen of fishing boat No. 1,385 H., were charged before Mr. F. A. Hazledine this morning for that they, with others, not in custody, feloniously, wilfully and of malice aforethought did assault and attempt to drown one Lai Kum Fuk, a constable in the Police Force of the Colony, with intent there and then to murder him in the waters of the Colony on the 2nd inst.—There was a further charge against the accused of being in unlawful possession of ten cwt. of coal, reasonably suspected of having been stolen, but this charge was withdrawn.—The men pleaded not guilty and the case was remanded until Tuesday next at 2.15 p.m.

THE BOMB OUTRAGE.

DETAILS OF THE ATTEMPT TO KILL DUKE TSAI.

A profound sensation was caused throughout North China yesterday (writes the *China Times* of the 25th inst.) when it became known, shortly after noon, that an infernal machine had been exploded in the Peking Railway Station just as the High Commissioners—whom the Chinese Government are sending abroad to study conditions in foreign countries with a view to gaining information likely to be useful in connection with the introduction of administrative reforms in the Chinese Empire—were about to take their departure for Tientsin en route for their several foreign destinations.

The outrage created enormous excitement in the Chinese capital, which is now in a highly perturbed state, and scarcely less sensation was caused in Tientsin where the first news was, of course, received at the yamen of H.E. Yuan Shih-kai whence it quickly leaked out among the Chinese.

Information from Peking is to the effect that the Commissioners had entered the train and were ready to start, when a young Chinese student on the platform recently returned from abroad, threw the bomb at the car, injuring slightly the High Commissioners, Duke Tsai, and seriously wounding His Excellency Hsiao, another of the principal Commissioners, who is stated to be vice-president of the Board of Revenue at Peking; while four or five were killed on the spot, and others were wounded.

From another well informed source we learn that, just as the members of the Commission were boarding the train at the Peking Railway Station, an infernal machine was thrown, killing two servants outright. One of the servants killed was terribly mangled, and his body from the breast upwards was blown to atoms.

The Duke and Commissioner Hsiao were injured by splinters about the face and neck. Three persons have been captured in connection with the outrage.

The Viceroy Yuan Shih-kai's son fortunately escaped injury.

It was decided that, on account of the outrage, it would be necessary to postpone indefinitely the departure of the Commissioners.

The Viceroy on receipt of the news sent up to Peking the Customs Taotai Liang, Railway Taotai M. T. Liang, and Police Commissioner Tsao; together with two doctors, and Colonel Munthe, A.D.C. The fact that so many members of the Viceroy Yuan's staff were hastily summoned appears to indicate that the Government at Peking is thoroughly roused to action, and that it is taking the most effective possible steps by calling on Yuan Shih-kai to give his powerful assistance.

A later message states that the Commissioners were due to leave by special train at 10.45, and this was the train attacked. The bomb blew one entire side out of the car in which the commissioners were about to travel, killing, according to this information, three persons and seriously wounding five. The commissioners did not start, and the train was cancelled.

It is strongly suspected that the origin of the outrage is to be found in the Anti-Reform party in the Imperial Court.

We (The *Shanghai Times*) learn from indisputable authority that the assassin did not throw the bomb. He was leaning out of a car window with the bomb under his coat, when the infernal machine exploded prematurely, literally blowing the man to atoms.

VICEROY Yuan has, says the *Nanfangpao*, telegraphically communicated with the other Viceroy and Governors to this effect: At the manoeuvres to take place at Hochienfu, many European and Japanese military officers will be present. It is imperative, therefore, that the delegates from the provinces attending the manoeuvres should supply themselves with Western uniforms so that there will be no marked distinction between the appearance of the Chinese and that of foreign military officers.

THE WEATHER.

The following report is from Mr. F. G. F. First Assistant of the Hongkong Observatory: On the 6th at 11.40 A. The barometer is falling quickly over Japan, and rising slowly over China.

A depression is moving Northwards to the South of Japan, and pressure is high to the NE. of Japan. Clouds are slight on the Chinese coast, and moderate monsoons indicated in the Formosa Channel, and fresh monsoon over the N. part of the China Sea. Forecast—light or moderate E. wind; fair.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.
THE EVACUATION OF MANCHURIA.
CHINA AND JAPAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

According to a report from Peking the Chinese Government continues to protest against the delay in the evacuation of Manchuria, and renews her request that an agreement be arrived at between Japan and Russia for the immediate retrocession of Manchuria.

Japan, yielding to China's representations, has opened negotiations to this effect.

BRITISH CHINA SQUADRON.

ARRIVES AT KOBE.

ENTHUSIASTIC RECEPTION BY JAPAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

Admiral Sir Gerald Noel, flying his flag on H.M.S. *Diadem*, has arrived at Kobe in command of the British China Squadron comprising the cruisers *Andromeda*, *Adraça*, *Bonaventure*, *Hogue*, and *Sulej*, the despatch vessel *Alacrity*, and the torpedo-boat destroyers *Arun*, *Des*, *Erne*, *Etrick*, *Exe*, and *Rchen*.

The British ships were given a most enthusiastic reception and welcome by Admiral Shimomura in command of the Japanese cruiser squadron.

[A Tokio message to the *Mainichi* states that it is believed that the American Squadron which is now at Cheloo will arrive at Yokohama on or about October 10, by which date the British Squadron from Weihaiwei will be there. It is understood that the anticipated assembly in Tokio Bay of the Japanese Fleet will take place at the same time, so that a splendid naval spectacle may be anticipated. The *Kobe Herald* says that, whatever might be the motives of such a gathering of British, American and Japanese Squadrons in Tokio Bay as that predicted in the above message, it is obvious that as a demonstration of the naval power in the Far East of the three friendly nations it could not fail at the present juncture to possess a considerable degree of political significance.—Ed. H.K.T.]

INSURRECTION IN CHINESE TURKESTAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

An insurrection has broken out in Kucha, Chinese Turkestan.

[Kucha is on a tributary of the Tarim River, just above the Tarim Desert, situated to the north-west of the plateau of Tibet. It is a large city, and the seat of an amban.—Ed. H.K.T.]

THE DHS VOZUS ROAD FIRE.

INQUIRY CONTINUED.

Adjourned from yesterday the inquiry into this affair was resumed before Mr. Hazledine, to-day. Among the witnesses called was Mr. George Lamert, who spoke to examining and appraising the furniture on the ground floors of Nos. 29 and 31 Des Voeux Road. He said that nothing was consumed by the fire on the ground floor and everything in there, which was there at the time of the fire. He had valued these goods at a high figure, viz. \$4,180. This would be the value if they were perfectly sound, and allowing the profit at about 30 per cent. The inquiry was adjourned till Monday at 2.15 p.m.

THE HARBOUR MYSTERY.

INQUIRY CONTINUED.

At 10 A.M. to-day the inquiry touching the death of Victor Broten in the harbour, under circumstances already recorded, was resumed before Mr. Hazledine.

Dr. W. Moore, medical officer in charge of the mortuary at Kowloon, said on the 5th inst. at 2 p.m. he held a *post mortem* examination on the body of a European male adult, who was identified in his presence by J. Patten as that of Victor Broten. The body was decomposed, and in the absence of other evidence he was of opinion that death was due to phthisis caused by drowning.

SHIPPING AND MAIL.

AMERICAN (China) Mail, 10th Oct. (S.S. *Albatross*)
INDIAN (Lighthouse) Mail, 10th Oct. (S.S. *Albatross*)
GERMAN (P. & O.) Mail, 10th Oct. (S.S. *Albatross*)
GERMAN (P. & O.) Mail, 10th Oct. (S.S. *Albatross*)
CANADIAN (Canadian) Mail, 10th Oct. (S.S. *Albatross*)
INDIAN (Indian) Mail, 10th Oct. (S.S. *Albatross*)

TELEGRAMS.

[Continued.]

France and Germany.

London, 4th October.
Prince von Buelow, interviewed by a Paris newspaper, says that the action of Germany in Morocco is purely unaggressive and defensive; Germany could not afford to see Morocco become a second Tunis.

The Prince advocates the abandonment of the idea that France and Germany are traditional enemies. Both Governments desire to see an increase of confidence between the two nations; and he affirms that it must please France to know that her ally has one friend more in the existence of the Russo-German friendship.

Reported New Russian Loan.

London, 4th October.
It is reported that the Paris bankers are negotiating a simultaneous issue, about the end of the month, by France, Great Britain, Germany and the United States of a 4% loan of £72,000,000 at about 90.

The United States and the Chinese Boycott.

The United States Cabinet, in discussing the Chinese boycott of American goods and the Chinese complaints of the Exclusion laws, have practically decided that changes must be introduced into the present regulations.

The Suez Canal.

Twenty-seven ships at Port Said are awaiting the re-opening of traffic.

[N. C. D. News.]

Disaffected Units in Korea.

Tokio, 1st October.
Insurgents in Kangwon province, Korea have murdered two Japanese postmen.

A Presidential Declaration.

Tokio, 1st October.
A declaration is expected from President Roosevelt endorsing the Anglo-Japanese Alliance and the Russo-Japanese peace terms.

The Progress of Princess Alice.

Tokio, 1st October.
Miss Roosevelt was to embark on the G.N.S. *Minoret* to-day at Shimomoseki.

The Railway Magnate's Tour.

Tokio, 1st October.
Mr. Harrison arrived at Seoul yesterday.

The Balance of Power.

Tokio, 1st October.
A Washington dispatch states that Italy is seeking to join with Russia and Germany to balance the Anglo-Japanese combine in the Orient.

[Kobe Herald.]

The Russian Navy.

London, 21st September.
Mr. Schwab has arrived at New York. He states that he has failed to conclude a contract for the construction of the Russian navy.

Enlistment Army and Japan.

The Salvation Army has opened a subscription list in England with the object of establishing a training school at Tokio. — *NIGHT NEWS*.

The Caucasus.

London, 21st September.
The Viceroy of the Caucasus has arrived at Baku. Ten thousand infantry are being quartered in the naphtha district. At Riga, after liberating the political prisoners, the mob succeeded in repulsing the troops. A revolt is in progress at Nijni Novgorod. It is reported from Lodz, Poland, that twenty-four thousand workmen have gone on strike. They demand a forty per cent increase of wages. The Civil and Military Governors of Odessa are indulging in mutual recriminations in public and in the press. There has been a great increase in the number of troops quartered upon citizens in Finland. A bomb has been thrown at the residence of the Governor of Vasa, in that Principality. The Governor of Warsaw continues to issue orders for repressive measures of the utmost severity.

Trouble in Serbia.

London, 24th September.
Serbia has sent an ultimatum to Turkey in reference to the recent violation of the Serbian frontier. He requires the dismissal of the officers responsible for the occurrence, an apology, and payment of an indemnity. In the alternative, she threatens reprisals.

[Shanghai.]

Canton-Hankow Railway.

Tientsin, 28th September.
Sheng Kung-pao left Peking on the 26th, and Tientsin on the morning of the 28th, by the *ss. Hsiao*, for Shanghai. The *Eastern Times* says that Sheng Kung-pao has been expelled from Peking by an Imperial Edict, for an attempt by him to induce the Belgian Minister to interfere with the purchase of the Canton-Hankow Railway, by China. Sheng was ordered by the Throne to have nothing to do with the affair and commanded to quit Peking. He therefore wired to Treaty Commissioner Liu who, in order to save Sheng's face, wired to Peking that Sheng's assistance was indispensable in the negotiation of the German-Chinese Commercial Treaty.

ADMIRAL RODJESTVENSKY.

REPORTED SERIOUS ILLNESS OF THE BRAVE SAILOR.

We regret to learn from the *Japan Mail* that Admiral Rodjestsvensky's condition is not at all satisfactory. The wounds on his body are healed, but that on his head is still open, and there are plain evidences that the wound has been infected. But as the wound is deep, reaching to the immediate neighbourhood of the brain, the surgeons cannot meddle with it. In addition to this the Admiral is attacked by gastric troubles from which he has long suffered. He is unable to move without assistance, and his legs are much swollen. If this last symptom comes from the heart, the case is serious.

THE HUNG DISASTER.

SINKING OF THE "HSIEH-HO."

ACTS OF HEROISM.

FULL PARTICULARS.

Our correspondent at Shanghai wired us brief details of the sinking of the China Merchants' S. N. Co.'s steamer *Hsieh-ho*, off the South East promontory early in the week, and we now clip the following particulars from the *Shanghai Times*, of 3rd inst.:

Yet another maritime disaster is added to the already full list caused by the deadly floating mines. It is the irony of fate that after the belligerents in the great Far Eastern war have buried the "hatchet," and agreed upon the terms of peace, that their instruments of destruction scattered broadcast over the seas, should deal death to non-combatants.

The China Navigation Co.'s steamer *Chin Hua*, from Chefoo, which arrived here yesterday afternoon, brought a thrilling tale of disaster and death, to which are added deeds of heroism and self-sacrifice.

The story is a ghastly one involving the complete loss of a magnificent ship, and the death of two of her officers and about seventeen Chinese.

According to the officers of the *Chin Hua*, the China Merchants' S. N. Co.'s steamer *Hsieh-ho*, bound from Chefoo to Shanghai, struck a mine at 6.10 a.m. Saturday when 100 miles south of the South-East Promontory, and in some ten or fifteen minutes plunged into the depths, never to rise.

The officers of the *Chin Hua*, which was about ten miles astern of the ill-fated vessel when the explosion occurred, lowered her boats and performed noble work in rescuing the survivors, many of whom were in the cold water for over an hour.

A PASSENGER'S STORY.

One of the survivors of the terrible disaster has kindly put the following facts at our service; and we are therefore enabled to give our readers a complete account of what happened from the moment of the explosion.

About ten minutes past six on Saturday morning, when the vessel was approximately 100 miles South of the S. E. Promontory, a tremendous explosion suddenly rent the air. The only two passengers, Mr. Brass and Mr. Dodsworth, were in their cabins at the time; both being asleep. When the crash came, both men were thrown out of their berths. They were on their feet and on the deck in an instant.

Brief as the interval had been, the ship was already settling down by the head, part of the bow having been blown away by the mine. The whole ship was in a seething state of confusion. Panic-stricken Chinese were rushing to and fro in terror, whilst the Chinese crew were madly endeavouring to lower away the boats. "For a few valuable minutes all was chaos. Order and discipline had disappeared. Gradually the ship settled lower down at the bow and the stern rose higher from the water."

ACTS OF HEROISM.

It was then that one of the bravest acts of heroism any man could do, was performed by the Chief-Engineer, Mr. Gill. The ship was by this time at an angle of 60 degrees; yet in spite of this, he dashed below to the engine room, sent off the steam and eased off the safety valve; thus avoiding an after explosion.

In the meantime, Mr. Brass on meeting the deck, had found a life buoy and slipped it under his arms. As he did so, he caught sight of his Chinese servant.

OFFICERS AT THEIR POSTS.

Captain Crawford was at his place on the bridge, with one of his officers. The chief engineer and the two passengers were on the hurricane deck.

There was little time for words; but by one of these curious phenomena that afflict human kind, two of them found time to comment on the situation. "Can I be of any use?" said the passenger. "No, I think not," replied the chief. The starboard boat was by this time lowered and in the water. It was full of Chinese without a single European. "Then I think this is no place for me," said the passenger, "I'm going to trek." And clambering over the deck rail, he dived out into the sea.

The sinking ship was about 60 yards from the boat and when the passenger reached it, it was only to find that the Chinese absolutely refused to allow him to climb in. So he hung on the stern and waited until assistance came along.

Three minutes later, the chief engineer came alongside and managed to clamber in. It was at this moment that the *Hsieh-ho* felt her death throes. She suddenly plunged her head down and her stern rising clear from the water, hung perpendicularly for fully a minute. Then she slowly disappeared, sinking so gently that the suction was very small. As she sank from sight, one solitary Chinaman was seen hanging to the rail at the stern.

A PITIFUL SCENE.

The scene was pitiful and extraordinary. Wreckage of all description was floating about, together with hen coops, bodies, and struggling Chinamen. One crate full of live ducks had been burst asunder, and the birds were making the most of their freedom.

Before long, the captain was seen floating on a log. He had been the last to leave the ship, and swimming clear of the debris, had caught hold of a floating piece of timber. He also was taken into the boat.

The troubles of the shipwrecked people were, however, by no means ended. Although Captain Crawford assumed command, his orders were not obeyed; the Chinese probably being so badly frightened that obedience was forgotten.

It was also found that there was no plug to the boat, so the hole was stopped up with the men's hats and pieces of clothing whilst baling operations became the order of the day.

Within an hour or so the *Chin Hua* was fortunately sighted, and by eight o'clock, the weary survivors were safely housed and cared for.

The utmost thanks are given by the shipwrecked passengers and crew to the captain of the *Chin Hua* and to the passengers of the same vessel. Everything they could do, they did willingly; placing both money and clothes at their disposal. It is such acts as these that makes the whole world kin.

TWO ENGINEERS' LOST.

The *Chin Hua* cruised about the scene for some five hours in the hope of picking up the second engineer, Colin H. Mancham, and third engineer Muir, though it was a forlorn hope, as the boat in which they were had evidently been drawn under by the suction of the sinking vessel.

The *Hsieh-ho* was the last ship sent out for the China Merchants' S. N. Co. and made her first trip about five years ago. Her officers were—

Master—Captain A. A. Crawford.
Chief officer—C. F. Maundrell.
Second officer—Mr. McCoy.
Chief engineer—Mr. Gill.
Second engineer—Colin H. Mancham.
Third engineer—Mr. Muir.

CAPTAIN CRAWFORD'S STORY.

Captain Crawford, master of the *Hsieh-ho*, when interviewed by a *Times* man, said:—"About 6.30 a.m. on Saturday morning we were steaming along about 123 miles to the Southward of the S. E. Promontory, when I felt a dull jar and shock from somewhere forward, which was so severe that it smashed all glass in the windows of the chart room. I immediately rushed on deck and the first thing that I saw was water rushing out of the ventilators on the main deck forward. The bow of the ship was gradually sinking and suddenly the foremast blew off and some of the light cargo floated off."

"The chief engineer had the presence of mind to stop the engines and blow off steam as soon as the shock occurred. I was standing on the bridge deck watching the bow sink and the water rose gradually up to the bridge deck, I heard it running down into the hold like the falls of Niagara."

"I then dived into the water and floated around till I caught sight of part of a wooden boat cover, upon which I climbed. I stuck to this until I was picked up by one of the boats. All the boats left the ship safely and it is supposed that the life boat that was sunk was drawn down by the suction when the ship sank. "From the first shock till the time of the ship's sinking not more than twenty minutes passed. The ship seemed to sink straight on end. There was no explosion from the boilers as the sank."

FORTUNATE PROCASTINATION.

One passenger by the *Chin Hua*, a lady, is to-day thankful that tardiness in arriving at the place of departure in Chefoo, alone prevented her from sailing on the ill-fated vessel. As it was she came by the *Chin Hua*, and had enough excitement to last a lifetime.

He states that the sight of the Chinese battling for life and literally catching at straws to keep themselves above water, was enough to unnerv the strongest man. She pays a glowing tribute to the officers and passengers of the *Chin Hua*, who did everything possible to alleviate the sufferings of the survivors, the majority of whom lost all their belongings and were in great need of clothing, etc.

THE BOYCOTT.

THE MOVEMENT STILL VIGOROUS.

On 24th ult., a special meeting was called at Nanking to devise measures for boycotting the 40,000 cases of kerosene oil recently shipped to Nanking by the Standard Oil Company. The meeting was held in a spacious hall behind the Convent Temple, and was largely attended. The speaker was Mr. Wang, a native of the Standard Oil Company who has managed to dispose of a large quantity of the oil, was severely criticised. Toward the end of the meeting, it was proposed to boycott him also as he owns a large bookstore in Nanking. — *South China Daily Journal*.

REPORTED ILL-TREATMENT OF CHINESE ON THE RAND.

The *Shanghai* Hongkong correspondent sends the following to that paper which although we translate should be taken with reserve, subject to confirmation:—"A friend who has arrived from the Southern Ocean tells me that Chinese labouring at the mines in South Africa are cruelly treated to a pitiable extent and no one takes any notice of these things. Although under contract, the labourers do not receive the wages and food set down in their contracts. They are each day required to chip out (bore?) a depth of twenty-six inches of rock, and if anyone does not do this he is lashed with a leather whip, while a deduction is also made in his wages. The foreigners at the mines even go so far as to put the very largest of canines on the necks of the Chinese labourers and then make them work on as usual while wearing these canines. Under the circumstances our countrymen there are dying one after another under the burden put on them. Our Consul, Mr. Liu, takes not the slightest notice of these things. Alas! those who pity our brethren have no one to appeal to for help." — *N. C. D. News*.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks... \$915 204
National Banks... 38 b.
Union Insurance... 780 b.
China Traders... 80 b.
Canton Insurance... 340 b.
Hongkong Fire... 340 b.
China Fire... 88 b.
H. C. & M. Steamboats... 27 sa. & s.
Indo-China... 94 b.
China and Manila... 18 b.
China Sugars... 220 a.
Rauha... 185 a.
Docks... 104 b.
Kowloon Wharfs... 145 b.
Farnham... 115 b.
Hongkong Lands... 1120 b.
Two Cottons... 115 sa. & s.
Hongkong Cottons... 1148 sa. & s.
Green Island Cement... 1188 b.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s share report published on the 28th September:—

The continued demand for Langkats and the sharp rise in Indo-Chinas during the week have given an impetus to our market which otherwise would have been tame and void of any special incident. The reason for the upward movement in Indos is because of the improved freight for the north, now that it is known that the Japanese will want all the tonnage at their disposal to bring back the troops, guns, etc. from Manchuria for the next three or four months. Langkats are rising in sympathy with the advance of oil. The demand rate on London is quoted to-day at 2/8 5/16. The Hongkong drawing rate is unchanged. Consols 108 7/16.

Wharves.—Langkats and Hongkong Wharf shares have been in demand for to-morrow's settlement and sales have been made at 1/18, 1/18 1/2, 1/18 1/4, 1/18 1/8, 1/18 1/16, 1/18 1/32, 1/18 1/64, 1/18 1/128, 1/18 1/256, 1/18 1/512, 1/18 1/1024, 1/18 1/2048, 1/18 1/4096, 1/18 1/8192, 1/18 1/16384, 1/18 1/32768, 1/18 1/65536, 1/18 1/131072, 1/18 1/262144, 1/18 1/524288, 1/18 1/1048576, 1/18 1/2097152, 1/18 1/4194304, 1/18 1/8388608, 1/18 1/16777216, 1/18 1/33554432, 1/18 1/67108864, 1/18 1/134217728, 1/18 1/268435456, 1/18 1/536870912, 1/18 1/1073741824, 1/18 1/2147483648, 1/18 1/4294967296, 1/18 1/8589934592, 1/18 1/17179869184, 1/18 1/34359738368, 1/18 1/68719476736, 1/18 1/137438953472, 1/18 1/274877906944, 1/18 1/549755813888, 1/18 1/1099511627776, 1/18 1/2199023255552, 1/18 1/4398046511104, 1/18 1/8796093022208, 1/18 1/17592186044416, 1/18 1/35184372088832, 1/18 1/70368744177664, 1/18 1/140737488355328, 1/18 1/281474976710656, 1/18 1/562949953421312, 1/18 1/1125899906842624, 1/18 1/2251799813685248, 1/18 1/4503599627370496, 1/18 1/9007199254740992, 1/18 1/18014398509481984, 1/18 1/36028797018963968, 1/18 1/72057594037927936, 1/18 1/144115188075855872, 1/18 1/288230376151711744, 1/18 1/576460752303423488, 1/18 1/1152921504606846976, 1/18 1/2305843009213693952, 1/18 1/4611686018427387904, 1/18 1/9223372036854775808, 1/18 1/18446744073709551616, 1/18 1/36893488147419103232, 1/18 1/73786976294838206464, 1/18 1/147573952589676412928, 1/18 1/295147905179352825856, 1/18 1/590295810358705651712, 1/18 1/1180591620717411303424, 1/18 1/2361183241434822606848, 1/18 1/4722366482869645213696, 1/18 1/9444732965739290427392, 1/18 1/18889465931478580854784, 1/18 1/37778931862957161709568, 1/18 1/75557863725914323419136, 1/18 1/151115727451828646838272, 1/18 1/302231454903657293676544, 1/18 1/604462909807314587353088, 1/18 1/1208925819614629174706176, 1/18 1/2417851639229258349412352, 1/18 1/4835703278458516698824704, 1/18 1/9671406556917033397649408, 1/18 1/19342813113834066795298816, 1/18 1/38685626227668133590597632, 1/18 1/77371252455336267181195264, 1/18 1/154742504910672534362390528, 1/18 1/309485009821345068724781056, 1/18 1/618970019642690137449562112, 1/18 1/1237940039285380274899124224, 1/18 1/2475880078570760549798248448, 1/18 1/4951760157141521099596496896, 1/18 1/9903520314283042199192993792, 1/18 1/19807040628566084398385987584, 1/18 1/39614081257132168796771975168, 1/18 1/79228162514264337593543950336, 1/18 1/158456325028528675187087900672, 1/18 1/316912650057057350374175801344, 1/18 1/633825300114114700748351602688, 1/18 1/1267650600228229401496703205376, 1/18 1/2535301200456458802993406410752, 1/18 1/5070602400912917605986812821504, 1/18 1/10141204801825835211973625643008, 1/18 1/20282409603651670423947251286016, 1/18 1/40564819207303340847894502572032, 1/18 1/81129638414606681695789005144064, 1/18 1/162259276829213363391578010288128, 1/18 1/324518553658426726783156020576256, 1/18 1/649037107316853453566312041152512, 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Brugnon	100	000	000	000	000
Hogay Canton					

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK.
DAIRY FARM FED PORK.

Bacon, Best Wiltshire \$0.70 per lb.
"Carno" Meat Extract, 2 oz. 1.25
"do" 1.25
Duck, Local (dressed) 0.65 each
Fish, Fresh Canadian Salmon 0.65 per lb.
Fish, Australian Smoked Mullet 0.60
Fish, "do" Schnapper 0.65
Geese, Local (dressed) 1.50 each
Hares, Australian 1st Grade 1.40
Ham, Best York 0.70 per lb.
Ham, Australian, "Pineapple" Brand 0.60
(act. extra per lb. for Ham if cut)
Kidneys, Australian Sheep 0.05 each
Lemons, Australian 48 cts. & 60 cts. per doz.
Oysters, American (large size, in tins) 2.50 per tin
Oysters, Australian (in bottles of 24 and 5 doz.) \$1.25 & \$2.50 per bottle.
Pigeons, Local \$0.25 each
Rabbits, Australian 1st Grade 0.65
Sausages, Australian Frit 0.65 per lb.
Sausages, Own Make (of Australia Meat)
Tongues, Australian Sheep 0.20 each
Turkeys, Choice, Australian (plucked) 0.60 per lb.
SPECIAL NOTE.
Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
Orders for NOON should be sent in by 8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by NOON the same day.
Hongkong, 6th October, 1905. [988]

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregor, will be despatched for the Australian line s.s. *Australian* bound for Marseilles via Bombay and Aden.Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.Next sailings will be as follows:—
S.S. *OCEANIE* 31st October.
S.S. *SALAZIE* 14th November.
G. DE CHAMPEAUX, Agent.
Hongkong, 4th October, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	9,600	E. V. Roberts	19th Oct.
<i>Hyades</i>	3,753	Geo. Wright	11th Nov.
<i>Tremont</i>	9,600	T. W. Garlick	24th Nov.
<i>Lyra</i>	4,417	G. V. Williams	9th Dec.
<i>Pelides</i>	3,753	F. G. Purington	29th Dec.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDRESS.
The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo carried in cold storage.
For further information, apply to DODWELL & CO., LIMITED, General Agents.
Queen's Buildings, Hongkong, 4th October, 1905. [8]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

Telephone 256.

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905. [14]

Mail.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)
H.E. Steamship

"NUBIA."

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT, via COLOMBO, TO-MORROW, the 7th October, a Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 5.30, the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to L. S. LEWIS, Acting Superintendent.
Hongkong, 6th October, 1905. [12]

To Let.

SHOP TO LET

IN

QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession November 1st.
For Particulars, apply to—
W. BREWER & Co.,
Hongkong, 23rd September, 1905. [921]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—
H. N. MODY,
Hongkong, 4th May, 1905. [527]

TO LET.

N. O. 4. OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd October, 1905. [983]

TO LET.

N. O. 45, KNUTSFORD TERRACE, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE, facing

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CONRAD ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th August, 1905. [69]

TO LET.

N. O. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [692]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

LIGHTS laid on. Commanding fine view of the

Harbour.
Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Almeida Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.
Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.,
Hongkong, 10th January, 1905. [57]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POSTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN ON LAST QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000.	\$125	\$125.	{ £1,000,000 \$8,500,000 \$150,000	\$1,702,728.	{ £1 15/- @ exchange 1/104 = \$18.6667 for first half-year 1905	4 1/2 %	{ \$9.5 London 2/4 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$200,000	\$41,768.	{ \$2 (London 3/6) for 1903
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,739	\$150,494.	\$17 for 1903	5 %	\$340
China Traders' Insurance Company, Limited	14,000	\$83.33	\$25	{ \$950,000 \$111,993 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	5 1/2 %	\$80 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 \$20,000	Tls. 217,119.	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$173,749 \$893,114 \$846,773	\$2,078,997.	\$35 for 1903	4 1/2 %	\$780 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$5,000 \$5,800	\$426,284.	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$218,003 \$2,241	\$329,047.	\$6 dividend & \$1 bonus for 1903	8 %	\$87 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$1,200,000	\$350,372.	\$34 for 1903	10 %	\$340 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$261,638	\$8,832.	\$1 for 1904	5 1/2 %	\$18 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$288,048 \$250,000 \$600,000	Nil.	\$3 1/2 for year ended 30.6.1905	10 1/2 %	\$32 sellers
Hongkong, Canton & Macan Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$145,376 \$120,000 \$25,376	\$8,074.	\$1 for first half-year 1905	7 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £241,150 £3,999	£4,435.	12/- @ 1/104 = \$6.2951 for 1904	6 1/2 %	\$95 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 43,762	Tls. 43,762.	{ Interim of Tls. 2 for 1905 Interim of Tls. 2 for 1905	7 1/2 %	Tls. 59
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £40,000 £4,116	£58,852.	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	21/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$45,000 \$4,479	\$929.	{ \$1.80 for year ending 30.4.1905 \$0.90	31 1/2 %	{ \$33 sellers \$25 sellers
Straits Steamship Company, Limited	1,000	100	100	{ \$31,000 Tls. 68,000	\$21,231.	\$10 for 1904	7 %	\$142 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333.	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000 Tls. 100,000	\$42,812. Dr. \$85,987 Tls. 1,635	Interim of \$1.5 for 1905 \$3 for 1897 Tls. 2 1/2 for year ending 30.9.04	10 1/2 % ... 3 1/2 %	{ \$230 sellers \$15 Tls. 68
Luton Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$85,987	Interim of 1/- (No. 4)	...	Tls. 10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,635	Interim of 50 cents (gold) for 1905 (No. 5) No. 12 of 1/- = 48 cents	...	G. \$18 \$4
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 £12,280	£7,820.	Interim of 1/- (No. 4)	...	Tls. 10 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none	G. \$572,093.	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. \$18
Roub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £18,100 £4,873	Dr. £8,745.	No. 12 of 1/- = 48 cents	...	\$4
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	15,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 34,924.	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital	9 1/2 % 7 1/2 %	{ Tls. 146 buyers \$27
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	{ \$70,000 \$350,000 \$58,473 \$10,000 \$300,000	\$8,577. \$29,422.	{ First year Interim of \$2 1/2 for 1905	...	\$25 \$104 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$11,500 \$34,500 \$1,500	\$501,333.	\$6 for first half-year 1904	7 %	\$186
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$11,500 \$34,500 \$1,500	\$489.	\$14 for 1903	7 %	\$17 sellers
New Amoy Dock Company, Limited	6,000	\$50	\$50	{ Tls. 487,210 Tls. 59,880	Tls. 10,711.	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 18 1/2 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762.	Tls. 18 for 1904	9 1/2 %	Tls. 19 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762.	Tls. 18 for 1904	9 1/2 %	Tls. 19 1/2
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ Tls. 34,000 Tls. 6,000	\$9,028.	\$2 1/2 for year ended 30.6.1905	9 %	\$28 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 8,000	Tls. 806.	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135
Central Stores, Limited	6,000	\$15	\$15	{ \$20,000	\$1,502.	Final of 60 cents making \$1.80 for 1904	12 1/2 %	\$15
Do. (Founders)	123	\$15	\$15	{ none	none	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	{ none	none	Preferential of 7 per cent for 1904	7 1/2 %	\$7
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,975 \$31,687	\$10,126.	\$5 for first half-year 1905	6 1/2 %	\$147 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 20,985	\$37,875. Tls. 7,202	Interim of \$3 1/2 for 1905 Tls. 24 for the year ending 31.3.1905	5 1/2 % 14 1/2 %	{ \$126 sales Tls. 18 buyers \$105 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 20,985	First year	Interim of \$4	...	\$124 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000 \$50,000	\$11,958.	90 cents for 1904	7 1/2 %	\$40 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none	\$377.	\$3 for 1904	7 1/2 %	\$40 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ Tls. 828,813 Tls. 170,000	Tls. 40,066.	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Shanghai Land Investment Company, Limited	13,000	Tls. 50	Tls. 50	{ Tls. 170,000	Tls. 670.	Interim of Tls. 3 for 1905	12 1/2 %	Tls. 45
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ Tls. 67,300	Tls. 725.	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 125 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ none	\$1,247.	Interim of \$1 1/2 for 1905	6 1/2 %	\$55
West Point Building Company, Limited	12,500	\$50	\$50	{ none	none
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none	Tls. 12,844.	Tls. 4 for year ended 31.10.1903	7 1/2 %	Tls. 55 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 Tls. 31,609	\$23,264. Tls. 13,629	\$1 for the year ending 31.7.05	7 %	\$144 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 5,658	Tls. 13,629. Tls. 10,000 Tls. 22,950	Interim of 3 a/c 1898 Interim of 4 a/c 1898 4 1/2 for 1897	{ Tls. 44 sales Tls. 50 sellers Tls. 260
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 10,000	Interim of 4 a/c 1898	...	Tls. 50 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,658	Tls. 22,950	4 1/2 for 1897	...	Tls. 260
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none	£770.	First year	...	\$105
Pell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	{ £14	\$1,182.	1/3 per share for 1904	9 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none	Nil.	\$3 for 1904	8 1/2 %	\$30
China Home Company, Limited	60,000	\$12	\$12	{ Tls. 30,000	Tls. 718.	\$1 for 1904	8 1/2 %	\$11 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none	£3,739	Interim of Tls. 5 for 1905	...	Tls. 80 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$8,000	\$1,581.	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none	£8,000	80 cents for 1904	9 %	\$0 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$400,000 \$500,000 \$188,000	\$95,954. \$7,551.	\$2 for 1904	7 %	\$28 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$188,000	\$7,551.	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$27 sellers
Hall & Holt, Limited	21,000	\$20	\$20	{ £25,394 £3,000	£8,188. £3,000	£1 div. and 2/- bonus for 1904	7 %	\$175 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £1,000 £3,000	£8,188. £3,000	£1 div. and 2/- bonus for 1904	7 %	\$175 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none	\$2,700.	\$1.00 for year ending 30.4.1905	6 1/2 %	\$122 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$2,700.	\$15 for year ending 30.11.1904	5 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	12 1/2	12 1/2	{ \$50,000	\$5,155.	Interim of \$4 for 1905	7 1/2 %	\$237 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000	\$11,137.	\$10 for 1904	7 1/2 %	\$134 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$50,000	\$399.	Interim of 50 cents 30.9.04	13 1/2 %	\$145 sales
Jane Crawford & Co., Limited (Shanghai)	15,500	\$100	\$100	{ none	\$21,182.	Final of \$9 making \$14 for 1904	9 1/2 %	\$145 sales
Maatschappij tot Exploitatie van Landbouwen	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465	Tls. 35,849. Dr. Tls. 117,638	Final of \$9 making \$14 for 1904 3rd quarterly of Tls. 2 1/2 paid 15.9.05 mak- ing so far Tls. 13 for 1905	...	Tls. 250 sellers
Monopol (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 117,638	Tls. 3 for 1902	...	Tls. 3
Philippine Company, Limited	7,500	\$10	\$10	{ none	Dr. Tls. 117,638	First year	...	\$30
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none	Dr. Tls. 117,638	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011.	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 129 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751.	Tls. 6 for 1904	7 1/2 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751.	Interim of Tls. 6 for 1905	7 1/2 %	Tls. 120 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,824	Tls. 11,397.	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,300	£20	£20	{ Tls. 170,000	Tls. 17,220.	Interim of 15/- for 1905	4 1/2 %	Tls. 148 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$5,668	None	...	\$2
Steam Laundry Company, Limited	15,000	\$5	\$5	{ none	\$5,668.	50 cents for year ending 31.5.04	7 1/2 %	\$150
Straits Ice Company, Limited	2,000	\$100	\$100	{ \$50,000	\$500.	\$5 for 1905	...	\$150
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012.	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 1/2 %	Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$22,000	\$551.	{ 80 cents for year ended 31.5.1905 \$19.80	9 1/2 % 14 1/2 %	{ \$0 buyers \$186
Do. (Founders)	100	\$10	\$10	{ \$22,000	\$551.	Final of 50 cents making \$1 for 1904	7 %	\$148 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$30,000 \$35,000	\$6,000.	Final of 50 cents making \$1 for 1904	10 1/2 %	\$148 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$4,000	\$675.	Final of 50 cents making \$1 for 1904	10 1/2 %	\$148 buyers